(1) Each air inlet must have means to protect the safety of life and to prevent the entrance of harmful foreign material, including water, into the system.

(2) A gas turbine air inlet must not be in a classified location.[1]

(e) *Cooling and ventilation.* Means shall be provided for circulating air, either natural or forced, through the engine compartment for cooling and ventilation.

(f) *Automatic shutdown.* (1) The control system shall be designed for automatic shutdown of the engine with actuation of audible and visible alarms at shutdown. The visible malfunction indicator shall indicate what condition caused the shutdown and remain visible until reset. Automatic shutdown shall occur under the following conditions:

(i) Overspeed.

(ii) Low lubricating oil pressure. Consideration will be given providing alarm only (without shutdown) in those cases where suitable antifriction bearings are fitted.

(2) Audible or visible alarms shall also be provided for:

(i) Excessive gas temperature, measured at the turbine inlet, gas generator, interstage turbine or turbine exhaust.

(ii) Excessive lubricating oil temperature.

(iii) Excessive speed.

(iv) Reduced lubricating oil pressure.

(3) A remote, manually operated shutdown device shall be provided. Such device may be totally mechanical or may be electrical with a manually actuated switch.

(g) *Drawings and design data.* Drawings and design data of the following components shall be submitted to substantiate their suitability and safety for the service intended:

(1) Combustion chamber.

(2) Regenerator or recuperator.

(3) Casing or piping conveying the gas from the combustion device to the gas turbine.

(h) *Fuel systems.* Gas turbine fuel systems shall meet the requirements of part 56 of this subchapter.

(i) *Fire extinguishing systems.* A special local fire extinguishing system may be required for gas turbine installations if considered necessary by the Commandant. Such a system would be in addition to any other required in the compartment in which the gas turbine is located.

[CGFR 68–82, 33 FR 18878, Dec. 18, 1968, as amended by CGFR 72–59R, 37 FR 6190, Mar. 25, 1972; CGD 73–251, 43 FR 56801, Dec. 4, 1978; CGD 83–043, 60 FR 24776, May 10, 1995; USCG–2003–16630, 73 FR 65187, Oct. 31, 2008]

## Subpart 58.16—Liquefied Petroleum Gases for Cooking and Heating

### § 58.16–1 Scope.

(a) This subpart prescribes standards for the use of liquefied petroleum gas for heating and cooking on inspected vessels, except ferries.

(b) It is the intent of the regulations in this subpart to permit liquefied petroleum gas systems of the vapor withdrawal type only. Cylinders designed to admit liquid gas into any other part of the system are prohibited.

(c) Except as provided by § 58.16–7(b), all component parts of the system, except cylinders, appliances, and low pressure tubing, shall be designed to withstand a pressure of 500 pounds per square inch without failure.

[CGFR 68–82, 33 FR 18878, Dec. 18, 1968, as amended by CGD 83–013, 54 FR 6402, Feb. 10, 1989]

### § 58.16–5 Definition.

For the purpose of this subpart the term ''liquefied petroleum gas'' means any liquefied flammable gas which is composed predominantly of hydrocarbons or mixtures of hydrocarbons, such as propane, propylene, butane, butylene, or butadiene, and which has a Reid ASTM D 323 (incorporated by reference, see § 58.03–1). Method of test for Vapor Pressure of Petroleum Products (Reid Method)) vapor pressure exceeding 40 pounds per square inch absolute at 100 °F.

[CGFR 68–82, 33 FR 18878, Dec. 18, 1968, as amended by USCG–2000–7790, 65 FR 58460, Sept. 29, 2000]

[1] Sections 108.171 to 108.175 of this chapter define classified locations for mobile offshore drilling units.